

WHY CRAB IS ESSENTIAL TO THE COUNTIES

WHAT CRAB DOES

- ➔ CRAB provides for accurate and consistent reporting of the statewide county roadlog. The county road system accounts for about 50% of the road surface centerline miles in the State. This system, administered by CRAB for more than fuel tax calculations, is one of the only systems in the state with consistent accountability.
 - ⌚ A new board whose primary focus is on grants will not have the resources to continue providing accountability for county roadlog data. Ensuring that data in the roadlog are accurate is an accountability function that would necessarily be eliminated when funding for the FTEs that perform the function is eliminated.
- ➔ Through the constant assistance of CRAB, the 39 counties have the training and guidance necessary to help them maintain status as Certification Acceptance agencies (CA), which allows them to administer their own federally funded projects. This function is tailored to the specific needs of Counties, and may not continue if combined with other organizations.
 - ⌚ If CA were lost, WSDOT would have to administer County projects built with federal funds, as it does now for cities that do not have CA. This additional activity by WSDOT would increase its costs, thereby eliminating at least part of the projected savings.
- ➔ CRAB is one of the most efficient and cost effective organizations in the State, with a high degree of accountability, efficiency, and effectiveness. This is accomplished through a rigorous set of reporting and regulatory functions.
 - ⌚ Taxpayers will suffer a loss in the efficiency and accountability of their County Road Departments and County road systems if CRAB's accountability program is eliminated or diminished.
- ➔ Washington is the only state out of the 50 states that has an organization like CRAB, allowing the counties to be self-directed and Washington counties are up to the task – they understand the value of accountability for their transportation programs. County agencies within adjacent or nearby states are envious of the efficiency and accountability that CRAB enables Washington counties to provide. The effectiveness of CRAB's accountability efforts are recognized by others but not necessarily by some Washington state leaders.
 - ⌚ Washington State counties would lose an effective partner in ensuring accountability for transportation spending and performance.
- ➔ Only one employee of CRAB is responsible for administering the grant funding and the current grant application is only one page in length. Virtually all other CRAB staff are involved in support and services related to County Road Department Accountability.
 - ⌚ It would be difficult to streamline CRAB's grants administration function, regardless of what type of new board were to be created.
- ➔ CRAB grants are focused on rural projects, while TIB grants are focused on urban projects. The two grant processes are vastly different.
 - ⌚ It will be virtually impossible to create a single application process that fairly addresses the needs of both urban and rural projects.
- ➔ CRAB's grant program is unique in recognizing that project prioritization needs to occur on a regional basis to reflect the regional needs of the state transportation system.
 - ⌚ Individual projects will receive grant funding with no regard for local or regional input and prioritization.
- ➔ CRAB was formed out of the need to make Counties more accountable for the expenditure of Road Funds.
 - ⌚ With the elimination of the accountability program, counties will have stepped back nearly forty years.

- CRAB is funded out of the Counties' portion of the fuel tax revenue in an effort to generate greater accountability. Before any fuel tax is distributed to counties and cities, a portion (1 ½% from counties and 1 ½% from cities) is distributed to WSDOT for "State Supervision". CRAB receives 36% of the county portion, most of which is used for administrative services and technical support relating to the proper functioning of the accountability program.
- ⌚ WSDOT would retain all of the State Supervision money but would not have the mandate to provide the services currently provided by CRAB. There would be no cost savings.



**Washington State
County Road Administration Board**